Acknowledgements

The research team would like to extend extreme thanks to the many people from NCDOT who helped make this project a success. One particular individual is Mark Harrison, whose guidance, counsel and support was critical to success. He worked with us to understand the workings of NCDOT intersections, detectors, and controllers; helped with troubleshooting in the field, often by cell phone; and assisted in arranging the logistics to move the signal controller, cabinet, and wireless detectors to and from the field sites. We are also indebted to about 30 people among the field crews in Divisions 3, 4, and 14 who labored willingly and tirelessly to help us change the controller and the detector configurations at the three field sites. Research teams always dream that such field experiments will be feasible, but rarely do they happen with such ease, excitement, and enthusiastic support. It is hoped that their efforts will lead to improved safety and efficiency as the results of our efforts are integrated into the operation of NCDOT. We are also very thankful for the guidance and counsel of the Steering and Implementation Committee, especially Pamela Alexander, who tirelessly and enthusiastically championed our cause and worked within NCDOT to ensure that our needs would be met and the project would progress to a successful closure.